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CLASSIFICATION **SECRET**COUNTRY East Germany

REPORT

TOPIC Jueterbog Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

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PAGES 2 ENCLOSURES (NO. & TYPE)

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1. The following air activity and aircraft were observed at Jueterbog airfield between 30 March and 9 April 1955:

20 March. From early morning to about 1230, MiG-15s or U-MiG-15s from the northeastern hangars practiced individual flying and formation flying in elements of two. At 1300, an Il-28 towing an air sleeve took off and flew over the firing range where it was fired at by light AA guns. At 1340, the Il-28 landed again. At 1430, a MiG-15 or U-MiG-15 towing an air sleeve took off and headed toward the firing range. Subsequently ~~two~~ other MiG-15s or U-MiG-15s took off and fired at the air sleeve with their aircraft weapons. After about 20 minutes, the 3 MiGs landed again and a few minutes later, the practices were repeated by three other aircraft. The practices were observed four times. From nightfall to about 2100, there was individual flying by MiG-15s or U-MiG-15s.

31 March. There was air activity as on the preceding day by MiG-15s or U-MiG-15s from the western hangars. Air activity involved 20 aircraft and possibly including aircraft of a new type

The fuselage of these aircraft appeared somewhat slimmer than the other MiG aircraft. In addition these aircraft had two thin long pressure tubes which were fitted on the wing tips and extended beyond the leading edge of the wings. When flying, these aircraft produced a rattling or continuous cracking noise; they were faster than the other aircraft and were only seen individually. Aircraft which were of the usual type also participated in air activity. These MiG-15s or U-MiG-15s always flew in the same type. Except throughout the

1 April. From 0900 to 1700, eastern hangars and the hangar next to the aircraft repair shop and flying. Formations of two and four aircraft made 15-minute flights. Only a few jet fighters of the new type made individual local flights.

2 April. Between 0830 and about 1500, MiG-15s or U-MiG-15s from the western hangars made individual flights and flights in formations of two and four.

4 April. There was no air activity. Officers and EM received instruction in the classrooms of the Zigeuner (gypsy) and Hindenburg buildings. *A. Lash*

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5 April. There was rain and fog until 1130. Beginning at 1200, 8 MiG-15s or U-MiG-15s took off at intervals of 15 minutes for individual flights of 20 minutes duration in the vicinity of the field.

6 April. Between 1200 and 1900, there was air activity by a total of 18 aircraft (MiG-15s or U-MiG-15s and aircraft of the newer type) from the northern hangars. The MiG-15s or U-MiG-15s mainly made flights in elements of two of 25 minutes duration while the jet fighters of the newer type made individual flights of 10 minutes duration. All take-offs and landings were made from west to east.

7 April. Between 0900 and 1500, MiG-15s or U-MiG-15s from the western hangars made individual flights of 20 to 25 minutes duration at very high altitudes. In the afternoon, an Il-28s towing an air sleeve made a flight of 40 minutes duration in the Forst Zinna area. The air sleeve was fired at by heavy AA guns.

8 April. Between 0900 and 1500, there was intensive air activity by MiG-15s or U-MiG-15s from the western hangars. The aircraft took off individually with auxiliary fuel tanks lasted 25 minutes, of aircraft without auxiliary fuel tanks of 15 minutes. Two to 3 aircraft were aloft at the same time.

9 April. Until about 1400, several jet fighters made individual flights. During the afternoon, 3 Il-28s, each of them followed by 2 MiG-15s or U-MiG-15s took off. The MiGs landed again after 20 minutes. Subsequently 2 other MiGs took off and pursued the Il-28s. The Il-28s landed again after 40 minutes with the MiGs. Additional practices were made in connection with the Il-28s.

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3. On 31 March, 14 railroad tank cars were shipped to the fuel dump.

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Comment. Jueterbog airfield is still occupied by two fighter regiments. Air activity by MiG-15s or U-MiG-15s and Il-28s was normal. The technical data reported on the jet fighter of the "new type" is considered reliable. The individual local flights of these jet fighters were probably test and instruction flights for pilots.

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